

Minutes Excerpt

City Hall, City of Lodi
Monday, April 16th., 1923.

Resolution No. 391 entitled "RESOLUTION ESTABLISHING GRADES ON PORTIONS OF STOCKTON AVENUE IN THE CITY OF LODI, CALIFORNIA" was introduced, passed and adopted by the following vote:-

AYES: Trustees, MEETLER, HICKOK, HALE, SPOONER, SHATTUCK 391
RESOLUTION NO. 391.

RESOLUTION ESTABLISHING GRADES ON PORTIONS OF STOCKTON IN THE CITY OF LODI, CALIFORNIA

RESOLVED, That on Stockton Avenue, south of Tokay Street in the City of Lodi, California, between the southerly termination of the present pavement on or near a line 221 feet southerly from and parallel to the northerly line of Lot Numbered 57 of the Lodi Barnhart tract, as said Lot is shown on that certain map entitled, "Lodi Barnhart Tract," and recorded in the office of the County Recorder in Vol. 3 of Maps, at page 48, San Joaquin County Records, produced westerly across said Stockton Avenue, and the Northerly line of Vine Street in said City of Lodi, at the respective points of intersection of the east and west curb lines of said Stockton Avenue, as hereinafter fixed and specified with the hereinafter mentioned lines of the intersecting streets, the curb grade and elevation are hereby established as follows:

With the South end of the present curb, curb elevation 46.55;
With the North line of Maple Street, curb elevation, 45.75;
With the South line of Maple Street, curb elevation, 45.75;
With the North line of Lots Numbered Fifty-four and Sixty-eight of said Lodi Barnhart Tract, curb elevation, 46.35;
With the North line of Vine Street, curb elevation, 45.90.

The figures above shown are elevations in feet and decimal fractions of feet and such elevations and the grades herein referred to have reference to the height above the "base of levels or elevations" for the City of Lodi, which base is a level plane fifty feet below the center line of a certain aluminum tablet placed in the West wall of the Van Buskirk Building, situated at the Southeast corner of Pine and School Streets, in said City, which tablet is marked, "U.S. Geological Survey, B.M.," and which "base of levels or elevations," was established and determined and is further defined in and by Sec. 5 of Ordinance No. 67 of the Said City of Lodi.

The grade of the respective curbs on each side of said Stockton Avenue, south of Tokay Street, in said City of Lodi, shall be uniform between consecutive points at which elevations are, or are to be fixed, as above mentioned.

Where a street or avenue upon which a gutter grade has been fixed, intersects with another street or avenue, any gutter leading from one such street or avenue into the other street or avenue, shall lie on a uniform grade running from the nearest point in the street or avenue at which an elevation is herein fixed for such gutter to the nearest point on the other street or avenue at which an elevation has been heretofore fixed for the gutter joining same.

Curb grades have reference to the elevation of the top of the curb at its outer line, assuming the curb to have sharp corners.

Upon street crossings and opposite the terminations of intersecting streets, the intersecting curbs at street corners shall be prolonged and be connected on a curve having a radius of eight (8) feet, with radial center lying between the curb line and such division lines, and such prolongation and curb shall constitute the curb return.

Where a curb line herein is established at a certain distance from a division line between a street and the lots and blocks abutting thereon, such distance is to be taken on the side of such division line towards the center of the street.

A curb return is hereby defined to be that portion of a curb which extends around a street corner and connects the curb on one street with the nearest adjacent curb in an intersecting street. Where an elevation is established as above at the intersection of the curb line with a street line, being one end of such curb return such elevation shall be the elevation of the other end of the curb return at the intersection of the side line of the street with the curb line of the intersecting street, and such elevation shall also prevail throughout the curb return.